

gent from the appearance of the foaming white caps which began to dot the surface of the sea in every direction. Two schooners had followed the racers to leeward, up to this point, while the remainder of the fleet formed a long procession, well to leeward.

In the brisk breeze the big single-stickers began to leave the small craft behind, and at 12:10 they were far in the lead of everything but the fastest steam yachts and one or two tugs.

By this time Defender felt the effect of the increased wind, which had struck Vigilant first, and began to overtake her rival. She had apparently made up the greater part of the distance lost at the start and was clearly occupying a good berth to windward.

Vigilant's baby topsail did not seem to be of any benefit, for it was continually shaking. The course of the yachts on this tack was almost due south.

At 12:15 the wind was still increasing and both the flyers felt its effect. It must have been blowing at about fifteen knots out where the yachts were, and both heeled away over to leeward as they held on the long tack.

Defender More Weatherly.

Defender stood up better than Vigilant, and continued to gain. At 12:16 Defender's bowsprit overtopped the boom of Vigilant's mainsail, as seen from the Highlands. At 12:18 Vigilant went about on port tack and headed for the shore. It looked at first as if she would cross Defender's bow, but the new Herreshoff kept right on and crossed the bow of Vigilant, showing a lead of at least five or six lengths. Defender would not split tacks with Vigilant, but at 12:18:40 went about on port tack and headed west.

Defender by this maneuver demonstrated her vast superiority over Vigilant in a fairly good breeze, where windward work is concerned. She had gained nearly two minutes on Vigilant since the start, and, besides footing faster than the old champion, had easily beaten her out in the windward work.

Capt. Barr evidently did not want to be handicapped by his baby topsail, for he hauled it in at 12:15, as soon as Vigilant had filled away on port tack. The racers were then headed directly for the coast at Seabright, and as they came it was seen more clearly than ever that Defender was slowly but surely increasing her windward gains.

At 12:30 the yachts were within three miles of the beach, still on port tack. Defender was leading by fully an eighth of a mile, in addition to her wide berth to windward. Vigilant seemed to be steadily losing ground, although the wind held strong from the southwest.

Defender's Fine Windward Work. It was evident that Defender was doing even better than on her starboard tack. The yachting sharps nodded their heads wisely, and Capt. Barr was now letting the public see some of the fine points of the new model.

The yachts were still heading inshore at 12:45, and Defender was seen to be between half and three-quarters of a mile ahead of Vigilant. She also had a big windward advantage.

Defender was followed by all the steam flotilla, which had caught up with the racers on the long tack, and at 12:50, when she was within three miles from shore, they forged ahead to the southward as it anticipated a starboard tack. The wind seemed to be going down again, and the sky to the east and south became overcast.

Both yachts had slackened their speed and seemed to be moving very slowly. If anything, this favored Defender, for she was apparently increasing her lead all the time, and since the beginning of the port tack had made more than a minute over Vigilant.

The yachts were nearly a mile apart. The stakeboat had been sent ahead and anchored about five miles off shore from North Long Branch. The atmosphere was so clear that as the racers neared the beach the lead of each yacht could be seen with the ordinary nautical glass stretched on deck along the windward rail.

The big white steam yacht Sagamore, which went on ahead of the racers, hove no alongside the tug, which was anchored off Monmouth Beach, and which was taken to be the stake boat, and at 1:00 Defender was heading directly towards it, not half a mile away.

Defender Rounds Ahead. At 1:00:30 Defender rounded the stake boat at the outer mark, leaving it on the starboard side, and started on the home stretch. Vigilant rounded at the mark at 1:14:57.

At the same time Defender broke out her spinnaker to port. She seemed to make a terrible botch of it at first, for the big sail flapped down to the water, and was carried nearly up to the topmast.

Something seemed to be the matter with the sheets. A few moments afterwards the crew had secured the big sail and had hauled it down to the boom, where it was under control.

Vigilant, after rounding the stakeboat, broke out her spinnaker to starboard, and her mainmast boom to port, just the reverse of Defender.

Both Crowded on Sail. At 1:22:55 Vigilant set her balloon topsail and Defender set her big balloon topsail. Defender at 1:23:45 followed the example of Vigilant and set her big balloon topsail.

The two big flyers were now well straightened out on their course to the lightship and Defender was seen to be fully a mile in the lead of Vigilant. Vigilant's spinnaker, however, was evidently lost some ground and Vigilant had cut down the head which her rival held when the outer mark was reached.

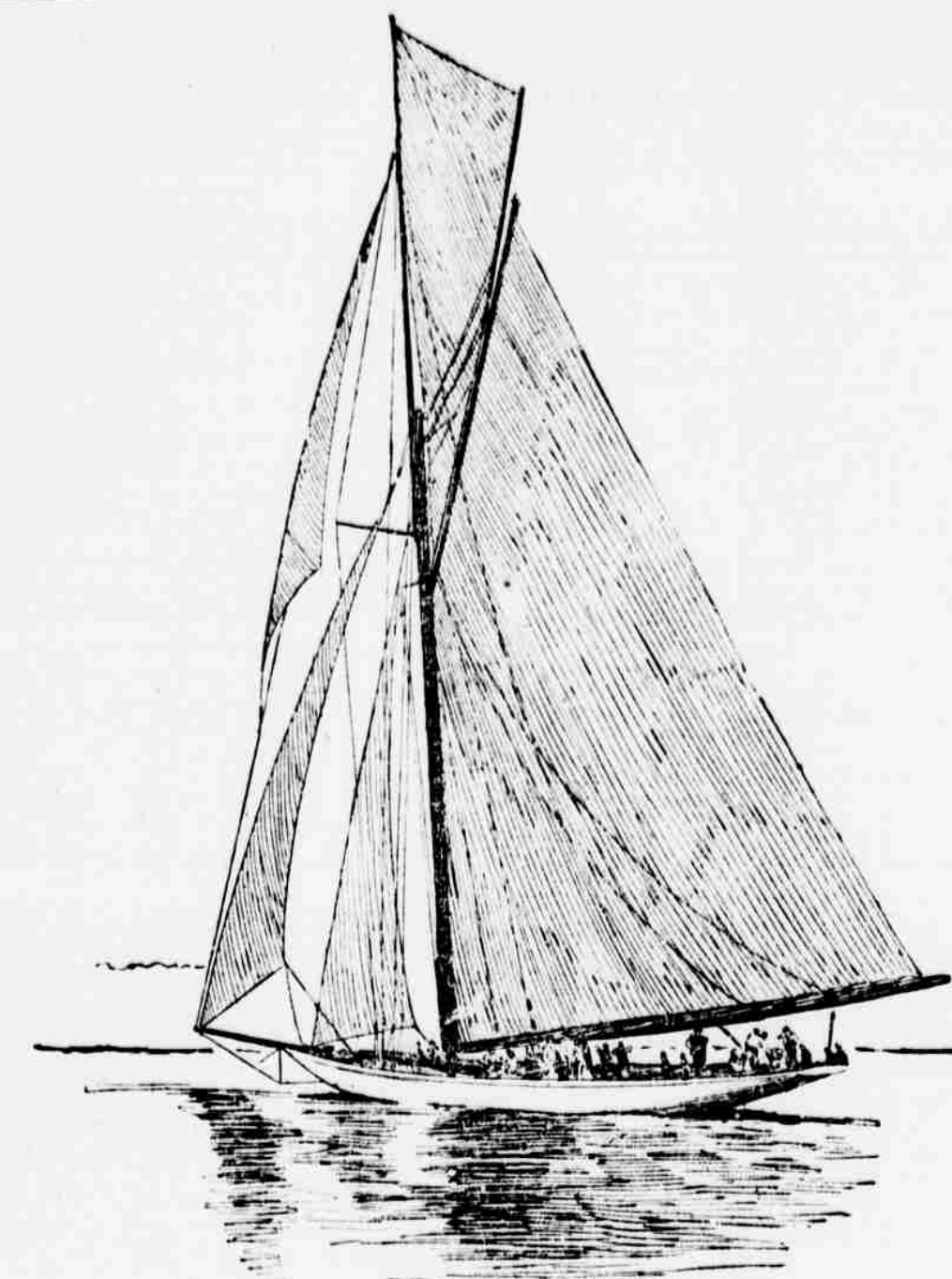
Defender's big sail looked much cleaner than Vigilant's, and the big canvas billows glided in the light. Both spinnakers and balloon topsails on Vigilant were a dark brown tint. If Defender lost anything in setting her spinnaker, she made it up in the next ten minutes, for the yachts approached the Nautilus lightship, at 1:28, she was evidently in the lead.

In Vigilant's best weather, and under conditions that are supposed to particularly favor the flyer, she was clearly in the lead. At 1:30 the wind on shore had almost gone down to a calm, while the falling breeze seaward was shown by the slow progress of the racers. They seemed to creep along. Defender's sails were drawing freely, but Vigilant's were rather loose and flapped in the puffy wind.

Defender Ten Minutes Ahead. At 1:40 Defender was opposite the Highlands. She led Vigilant by about three-quarters of a mile. In the present state of the breeze, the lead of the Gould yacht by about ten minutes. The boats were then about three and a half miles from the finish at Sandy Hook Lightship.

The wind was so light that the yachts appeared to be almost stationary. The whole fleet of steam yachts and tugs had gathered about Defender to escort the winner to the finish.

Vigilant passed the light opposite Highlands at 1:40, but she showed no signs of being just about six minutes behind Defender.



DEFENDER CLOSE HAULED.

Vigilant had hauled in her balloon jib, but her spinnaker was still set.

Defender Sweeps Around.

At 2:01:30 Defender passed the lightship, but continued right on. About half a dozen lengths further on, she lifted about a bit and Defender caught it first. Her sail must have been a little loose, and when she straightened up again she made the spray fly from her bows. White caps again began to top the waves, and it looked as if the expectations of the yachting men might be realized after all.

Something may have been the matter with Defender's sheet, for at 2:02:00 she was gybed about and started on her starboard tack. At 2:02:30 she was again gybed, and at 2:03:00 she was on her port tack. At 2:03:30 she was on her starboard tack, and at 2:04:00 she was on her port tack. At 2:04:30 she was on her starboard tack, and at 2:05:00 she was on her port tack. At 2:05:30 she was on her starboard tack, and at 2:06:00 she was on her port tack. At 2:06:30 she was on her starboard tack, and at 2:07:00 she was on her port tack. At 2:07:30 she was on her starboard tack, and at 2:08:00 she was on her port tack. At 2:08:30 she was on her starboard tack, and at 2:09:00 she was on her port tack. At 2:09:30 she was on her starboard tack, and at 2:10:00 she was on her port tack. At 2:10:30 she was on her starboard tack, and at 2:11:00 she was on her port tack. At 2:11:30 she was on her starboard tack, and at 2:12:00 she was on her port tack. At 2:12:30 she was on her starboard tack, and at 2:13:00 she was on her port tack. At 2:13:30 she was on her starboard tack, and at 2:14:00 she was on her port tack. At 2:14:30 she was on her starboard tack, and at 2:15:00 she was on her port tack. At 2:15:30 she was on her starboard tack, and at 2:16:00 she was on her port tack. At 2:16:30 she was on her starboard tack, and at 2:17:00 she was on her port tack. At 2:17:30 she was on her starboard tack, and at 2:18:00 she was on her port tack. At 2:18:30 she was on her starboard tack, and at 2:19:00 she was on her port tack. At 2:19:30 she was on her starboard tack, and at 2:20:00 she was on her port tack. At 2:20:30 she was on her starboard tack, and at 2:21:00 she was on her port tack. At 2:21:30 she was on her starboard tack, and at 2:22:00 she was on her port tack. At 2:22:30 she was on her starboard tack, and at 2:23:00 she was on her port tack. At 2:23:30 she was on her starboard tack, and at 2:24:00 she was on her port tack. At 2:24:30 she was on her starboard tack, and at 2:25:00 she was on her port tack. At 2:25:30 she was on her starboard tack, and at 2:26:00 she was on her port tack. At 2:26:30 she was on her starboard tack, and at 2:27:00 she was on her port tack. At 2:27:30 she was on her starboard tack, and at 2:28:00 she was on her port tack. At 2:28:30 she was on her starboard tack, and at 2:29:00 she was on her port tack. At 2:29:30 she was on her starboard tack, and at 2:30:00 she was on her port tack. At 2:30:30 she was on her starboard tack, and at 2:31:00 she was on her port tack. At 2:31:30 she was on her starboard tack, and at 2:32:00 she was on her port tack. At 2:32:30 she was on her starboard tack, and at 2:33:00 she was on her port tack. At 2:33:30 she was on her starboard tack, and at 2:34:00 she was on her port tack. At 2:34:30 she was on her starboard tack, and at 2:35:00 she was on her port tack. At 2:35:30 she was on her starboard tack, and at 2:36:00 she was on her port tack. At 2:36:30 she was on her starboard tack, and at 2:37:00 she was on her port tack. At 2:37:30 she was on her starboard tack, and at 2:38:00 she was on her port tack. At 2:38:30 she was on her starboard tack, and at 2:39:00 she was on her port tack. At 2:39:30 she was on her starboard tack, and at 2:40:00 she was on her port tack. At 2:40:30 she was on her starboard tack, and at 2:41:00 she was on her port tack. At 2:41:30 she was on her starboard tack, and at 2:42:00 she was on her port tack. At 2:42:30 she was on her starboard tack, and at 2:43:00 she was on her port tack. At 2:43:30 she was on her starboard tack, and at 2:44:00 she was on her port tack. At 2:44:30 she was on her starboard tack, and at 2:45:00 she was on her port tack. At 2:45:30 she was on her starboard tack, and at 2:46:00 she was on her port tack. At 2:46:30 she was on her starboard tack, and at 2:47:00 she was on her port tack. At 2:47:30 she was on her starboard tack, and at 2:48:00 she was on her port tack. At 2:48:30 she was on her starboard tack, and at 2:49:00 she was on her port tack. At 2:49:30 she was on her starboard tack, and at 2:50:00 she was on her port tack. At 2:50:30 she was on her starboard tack, and at 2:51:00 she was on her port tack. At 2:51:30 she was on her starboard tack, and at 2:52:00 she was on her port tack. At 2:52:30 she was on her starboard tack, and at 2:53:00 she was on her port tack. At 2:53:30 she was on her starboard tack, and at 2:54:00 she was on her port tack. At 2:54:30 she was on her starboard tack, and at 2:55:00 she was on her port tack. At 2:55:30 she was on her starboard tack, and at 2:56:00 she was on her port tack. At 2:56:30 she was on her starboard tack, and at 2:57:00 she was on her port tack. At 2:57:30 she was on her starboard tack, and at 2:58:00 she was on her port tack. At 2:58:30 she was on her starboard tack, and at 2:59:00 she was on her port tack. At 2:59:30 she was on her starboard tack, and at 3:00:00 she was on her port tack.

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